

ADDITIONS, CORRECTIONS, AND REVISIONS TO THE DRAFT EIR

Substantive changes made to the text, tables and/or exhibits of the DEIR in response to public comments on the DEIR are itemized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*. Additions are shown in Table F-2 as underline text and deletions shown as ~~stricken~~ text. No corrections or additions made to the DEIR are considered substantial new information requiring recirculation or additional environmental review under CEQA Guidelines § 15088.5.

Table F-2 Errata Table of Additions, Corrections, and Revisions

PAGE(S)	SECTION	ADDITIONS, CORRECTIONS, AND REVISIONS
2-2, 2-4	2.0, Environmental Setting	JWA is located approximately 3.6 miles north/northeast of the Project site and is the nearest public airport. As detailed in the Airport Environs Land Use Plan (AELUP) for JWA, the northerly one-third of the Project site is <u>not</u> located within the AELUP Part 77 Notification Area for JWA. The AELUP establishes requirements for notifying the Airport Land Use Commission (ALUC) for Orange County and the Federal Aviation Administration (FAA) of certain construction activities and alterations to existing structures within the AELUP Part 77 Notification Area, to ensure there are no obstructions to navigable airspace. Within the Notification Area boundary, ALUC must be notified of any proposed construction or structural alterations involving a land use or legislative amendment in the AELUP Planning Area, development that exceeds 200 feet above ground level, and all heliports or helistops. Projects that surpass 200 feet above ground level must also file Form 7460-1 with the FAA (OCALUC, 2008, p. 4).
4.9-2, 4.7-12	Land Use and Planning, Transportation and Traffic	The description of bus service routes in the Project area were revised at the request of OCTA. References to Route 76 are removed from the DEIR.
4.7-12	4.7, <i>Land Use and Planning</i>	<u>Consistent.</u> The Project Applicant proposes to develop the site with 49 condominiums in one building on the 1.26-acre site, resulting in a density of approximately 38.9 dwelling units per acre. This level of density would support transit patronage within the Project area. <u>One OCTA bus Stop is located directly across Newport Center Drive from the Project site and serves bus routes 57 and 79. Another OCTA bus stop is located along Newport Center Drive, approximately 0.8-mile west of the Project site, just east of the 100 Newport Center Drive Building. This bus stop serves bus routes 57 and 79.</u> OCTA bus stops are located across Newport Center Drive from the Project site and approximately 0.8 mile west of the Project site and are served by OCTA bus routes 1, 57, and 79 (Google Earth Pro, 2015). No bus stops are located along Anacapa Drive. Approximately 0.6 mile from the Project site is the Newport Transportation Center, from which OCTA bus routes 1, 55, 57, 76, and 79 arrive. The proposed Project does not include any components that would impede the use of these



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		transit facilities. Accordingly, the Project would be consistent with Circulation Element Policy CE 4.1.4.
4.9-2	4.9, <i>Transportation and Traffic</i>	The Project study area is within the service areas of the Orange County Transportation Agency (OCTA), a public transit agency serving Orange County. The Newport Transportation Center/Park-and-Ride, located at the intersection of Avocado Avenue and San Nicholas, provides access to the following OCTA bus routes: 1, 55, 57, 76, and 79. (OCTA, 2015a) <u>One OCTA bus Stop is located directly across Newport Center Drive from the Project site and serves bus routes 57 and 79. Another OCTA bus stop is located along Newport Center Drive, approximately 0.8-mile west of the Project site, just east of the 100 Newport Center Drive Building. This bus stop serves bus routes 57 and 79. OCTA bus stops are located across Newport Center Drive from the Project site and approximately 0.8-mile west of the Project site and are served by OCTA Bus routes 1, 57, and 79 (Google Earth Pro, 2015). No bus stops are located along Anacapa Drive which abuts the Project site to the east.</u>
4.9-7	4.9, <i>Transportation and Traffic</i>	The Project’s construction would require the export of demolition and earth materials from the site. During the demolition and grading period, approximately 42-43 <u>86</u> haul trucks per day or 24-26 <u>172</u> round trips (assuming 20 tons of material per load) would be required to accommodate the removal of demolished materials and excavated soils on the Project site.
4.9-13	4.9, <i>Transportation and Traffic</i>	The Project Applicant proposes to develop the site with 49 condominiums in one building on the 1.26-acre site, resulting in a density of approximately 38.9 dwelling units per acre. This level of density would support transit patronage within the Project area. <u>One OCTA bus Stop is located directly across Newport Center Drive from the Project site and serves bus routes 57 and 79. Another OCTA bus stop is located along Newport Center Drive, approximately 0.8-mile west of the Project site, just east of the 100 Newport Center Drive Building. This bus stop serves bus routes 57 and 79. OCTA bus stops are located across Newport Center Drive from the Project site and approximately 0.8-mile west of the Project site and are served by OCTA Bus routes 1, 57, and 79 (Google Earth Pro, 2015). No bus stops are located along Anacapa Drive. Approximately 0.6-mile from the Project site is the Newport Transportation Center, from which OCTA bus routes 1, 55, 57, 76, and 79 arrive. Accordingly, the Project would be consistent with Circulation Element Policy CE 4.1.4.</u>
4.7-2, 4.7-3	4.7, <i>Land Use and Planning</i>	Land Use Element goals and policies directly affect the establishment and maintenance of the neighborhoods, districts, corridors, and open spaces that distinguish and contribute to Newport Beach’s livability, vitality, and image (Newport Beach, 2006a, p. 1-12). Refer to Figure



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		2-2, General Plan Land Use Designation , <u>Section 2.3 of this DEIR</u> for information regarding the Project site's current land use designation and neighboring land use designations.
4.7-3	4.7, <i>Land Use and Planning</i>	The Project site is within the Office Regional Commercial (OR) Zoning District and has an additional designation of "Anomaly 35" (refer to <u>Section 2.3 of this DEIR for information regarding the Project site's current zoning designation</u> Figure 2-3, Existing Zoning Designation).
4.7-8	4.7, <i>Land Use and Planning</i>	The Project requires that a new anomaly is established within Table LU2 (Anomaly Locations) allowing the additional development of 49 residential units in Statistical Area L1 for the Project site, and removing the existing 8,500 square feet of gross floor area allocated to 150 Newport Center under Anomaly 35.
6-9	6.0, <i>Alternatives</i>	Instituting policies and implementing projects at the local level that reduce VMTs is a goal of the State in its efforts to reduce vehicular air pollutant emissions, and particularly those that are considered greenhouse gases (SB 375, 2016 <u>2008</u>).
	Technical Appendices	An updated version of the Greenhouse Gas Analysis is provided as an attachment. The revised Greenhouse Gas Analysis replaces the technical report that is included in Appendix E of the DEIR.
	Technical Appendices	An updated version of the Preliminary Construction Management Plan is provided as an attachment. The revised Preliminary Construction Management Plan replaces the plan that is included in Appendix M of the DEIR.